

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

March 14, 2006
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman	Patrick Pittenger, Mesa
Carol Slaker for Andrew Smith, ADOT	* Andrew Cooper, Paradise Valley
* Carnell Thurman, Avondale	Burton Charron, Peoria
Scott Lowe, Buckeye	Herp, Phoenix
Sam Hanna for Dan Cook, Chandler	* Don Noble, Queen Creek
* Lynn Farmer, Gila Bend	* Elaine Cabrera, Salt River Pima-Maricopa I.C.
* Michael Vinson, Gila River Indian Community	Dave Meinhart, Scottsdale
* Bruce Ward, Gilbert	Bob Maki, Surprise
Dan Sherwood, Glendale	Shelly Seyler, Tempe
Don French, Goodyear	Richard Rawnsley for Jason Earp, Tolleson
* Jim Ricker, Guadalupe	* Jesse Mendez, Youngtown
Cristina Herrera for Chris Plumb, Maricopa County	

* Members neither present nor represented by Proxy

OTHERS PRESENT

Mark Catchpole, ADOT	Chris Turner-Noteware, Phoenix
John Dickson, ADOT	Stephen Tate, MAG
Catherine Lewis-Strong, MCDOT	Paul Ward, MAG
Chris Knotty, Peoria	

1. Call to Order

The meeting was called to order by Chairman Crossman at 1:30 p.m.

2. Approval of the January 10, 2006 Meeting Minutes

Patrick Pittenger moved approval of the January 10, 2006 minutes. David Meinhart seconded the motion. The motion was approved unanimously.

3. Call to the Audience

Don Herp introduced Chris Turner-Noteware, a new Phoenix employee.

4. Transportation Programming Manager's Report

Paul Ward, MAG Transportation Programming Manager, briefed the Committee on recent developments. He indicated that a second amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP) would be presented to the MAG Regional Council in their March meeting and that he anticipated that he would be able to foreword a copy of the amendment to the Governor's designee the following day.

He went on to indicate that amount of funds available to be reprogrammed in the closeout of FY 2006 would be around three to five million. This estimate was based on a starting year balance of \$1.5 million, \$9.5 million to be made available from deferred projects, \$2 million to be made available from redistributed obligation authority anticipated for the end of the fiscal year and a reduction of \$8 million available for the close out due to its allocation to Arterial Life-Cycle Program projects.

Mr. Ward then discussed the Draft FY 2007-2011 MAG TIP. He noted that he had intended to provide members at the meeting with a copy of project listings for the draft TIP, but due to problems with the transit and other sections of the TIP, he would have to postpone distribution of the TIP listings to members of the Street Committee. He noted that he intended to send out copies of the listings to Street Committee members next Thursday.

He went on to introduce John Dickson of ADOT. Mr. Dickson is the newly appointed ADOT Local Governments Engineer and will be responsible for managing the ADOT administered, design review and clearance process for locally sponsored, federally funded projects.

Mr. Ward then went on to indicate that a dialog on the roles and responsibilities of the Street Committee should be initiated. He noted that the role of the Street Committee in selecting projects for federal funding had been eliminated and that currently the Committee focused on data collection efforts needed to comply with federal mandates. He suggested that one role for the Committee would be to serve as a point of contact on roadway development and planning efforts.

5. MAG Closeout Process

Mr. Ward briefed the Committee on the FY 2006 MAG closeout process. He began by distributing a handout that contained one list of projects for which deferral requests had been received and a second list of projects for which deferral requests had not been received, but which may be at risk of not being able to be obligated by the end of the federal fiscal year. He asked member agencies to review the two lists.

Cristina Herrera noted the County may need to defer both of its PM-10 paving projects. Mr. Pittenger indicated that the Mesa project on the at risk list was on schedule to be obligated this fiscal year.

Mr. Ward noted that the decrease in available funding due to the ALCP was unexpected and that in the future he would be able to provide better information earlier on the availability of closeout funding. He went on to indicate that requests to utilize closeout funding were due **by April 28, 2006**.

Bob Maki requested background information closeout funding requests. Mr. Ward indicated that the

main requirement was that the project had to be able to obligate by the end of the federal fiscal year. As it generally requires over a year to develop construction projects for obligation, new construction projects are not usually considered for closeout funding. Since procurement projects and design projects can be obligated in the time frame needed, these projects are typically considered for funding in the closeout process.

Mr. Maki noted that he expects to request closeout funding for the design phase of a FY 2011 pedestrian project programmed in the draft FY 2006-2011 MAG TIP. Mr. Ward indicated that the advancement of programmed projects was a high priority in the MAG policy guidelines for the closeout.

6. MAG Federally Funded Locally Sponsored Projects Development Status

Stephen Tate began his briefing on the status of MAG federally funded projects by noting that the meeting packet had included a project status report and requesting that members see him after the meeting if they wish to make corrections to the report. He then briefed the Committee on steps necessary to obligate a federally funded construction project through the ADOT administered federal design and clearance approval process. He noted that the process is set up as an 18 month process. The steps in the process include: an approved Design Concept Report, approved clearances for right-of-way, utilities and the environment and a completed Plans, Specifications and Estimates package (PS&E).

Mr. Tate then briefly identified some key dates. These include:

- July 26, 2006, the last meeting of the Regional Council in federal fiscal year 2006 and hence, the last opportunity for MAG to act to defer 2006 projects,
- August 1, 2006, federally funded projects submissions to ADOT should be substantially completed so that ADOT may make needed actions to obligate projects,
- Mid September, 2006, the Federal Highway Administration closes out the federal fiscal year and no new obligations are allowed.

7. Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) Project Listing

This item was discussed in the Transportation Programming Report (Agenda Item #4). A listing of projects was not distributed to the Committee. A listing of projects included in the draft FY 2007-2011 MAG TIP will be mailed to Committee members next week

8. HPMS Local Mileage Estimate

Mr. Tate briefed the Committee. He noted that MAG routinely assists ADOT in the development of a public mileage estimate and that because this estimate requires the aggregation of mileage by federal functional classification and by various spatial units, MAG typically distributes maps for agencies to mark up rather than asking the agencies to perform the full process of developing a mileage estimate.

In February, maps depicting new roadway mileage were mailed to member agencies and member agency staff were requested to mark up the maps to indicate whether the new mileage shown was

indeed public mileage owned by the agency. As of the date of the meeting all, but three member agencies had returned the marked maps to MAG. When asked to identify the three agencies that had not returned the maps, Mr. Tate reported that Cave Creek, Avondale and Gilbert had not returned the maps.

Mr. Tate concluded his presentation by noting that ADOT had requested for next year's estimate a disaggregation of local mileage by paved and unpaved, and by several traffic volume ranges. He suggested that methods to address this issue may need to be considered at the next Street Committee meeting.

9. Highway Performance Monitoring System (HPMS) Update

Mr. Tate briefed the Committee on the HPMS update. He noted that MAG assists ADOT in the collection of data for the monitoring system. The HPMS, among other things, is a nationwide inventory and database of state and local roadways. It includes two major roadway section types: (a) sample sections which are used to extrapolate roadway system performance and needs, and (b) universe sections which are used to provide a more complete picture of the roadway system. Collection of data for sample sections is required of ADOT, while collection of universe section data is optional.

To facilitate the collection of HPMS data for roadways owned by MAG member agencies, MAG requests that member agencies use either a web based GIS oriented data collection program developed by ADOT or an MS Access database application developed by MAG. It is anticipated that MAG staff will e-mail MAG member agencies with links to these two databases on Friday March 17, 2006.

Mr. Tate then briefly demonstrated the MAG application. He noted that the application was setup to focus agency efforts on updating a limited set of data items included in sample section records and that updating data in universe section records was highly desirable, but optional Mark Catchpole of ADOT strongly encourage member agencies to provide updates to HPMS. He noted that the data provided a means for agencies to compare roadway inventory data at a local, state and national level.

Mr. Tate concluded discussion of the agenda item by noting that he would need updated data e-mailed back to MAG by Friday, April 14, 2006. The reason for this deadline was that ADOT needed time to review and test the data and possibly come back to MAG to address should data errors be encountered.

10. Development of the Unified Planning Work Program (UPWP)

Mr. Ward briefed the Committee on the development of the UPWP and distributed a list of proposed UPWP studies. He then highlighted key aspects of each proposed study and requested Committee input. It was noted by some members that the amount set aside for the litter removal study seemed high. One member indicated that the amount should be halved.

Mr. Pittenger noted that MAG liability insurance requirements were hampering the performance of the design assistance program and that it had significantly limited the pool of designers available to work on such projects. Mr. Ward acknowledged that there is a problem with the amount of insurance

required and that MAG staff was looking into ways to address the issue.

Mr. Maki noted that the term “Commuter Rail” often created a negative impression. He suggested the term should be replaced by the term “Passenger Rail” in MAG studies. It was suggested that MAG should consider studies to increase the occupancy requirements for HOV usage from a minimum of two persons per vehicle to a minimum of three persons per vehicle. It was also suggested that MAG should consider truck restrictions and dedicated truck lanes to address congestion.

11. State Access Management Study

This agenda item was deferred to the next agenda.

12. Adjournment

The meeting was adjourned at 2:41 p.m.